

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4310. 號五廿月四年七十七百八千一英

HONGKONG, WEDNESDAY, APRIL 25, 1877.

日二十月三年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTOH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTOH, Melbourne and Sydney.

SAN FRANCISCO:—American Ports generally:—BEAR & BLACK, San Francisco.

CHINA:—SWATOW, QUELOH & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HEDEN & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. REINHOLD & Co., Macao, L. A. DA GRAGA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.
Chairman:—H. HOFFMANN, Esq.
Deputy Chairman:—F. D. SAMSON, Esq.
E. R. BRILLIANT, Esq. WILHELM REINHOLD, Esq.
W. R. FORBES, Esq. Ed. TOBIN, Esq.
Hon. W. KESWICK. A. McIVER, Esq.

CHIEF MANAGER.
Hongkong, . . . THOMAS JACKSON, Esq.
Shanghai, . . . EYEN CAMERON, Esq.
LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.

Office of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 29, 1876.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 27th April, 1877, at Noon,—
Oilman's STORES.—Pickles, Salad Oil, Jams, Jellies, Raisins, Cheese, Biscuits, &c.
Cotton Bolls, and Stockings. Silk Umbrellas, Electro-plated Tea Sets, Table Cutlery, Paint Boxes, Pencils, &c.
45 pieces Gilt Mouldings.
10 cases Courvoisier's Brandy.
500 Japanese Fan Knives.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, April 24, 1877. ap27

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (if not previously disposed of by Private Contract), on

TUESDAY,

the 8th day of May, 1877, at Noon, at his Sales Rooms, Queen's Road,—
All that PIECE or PARCEL of GROUND, Situate at Sow-Kai-Wai, and Registered in the Land Office as Inland Lot No. 123, and abutting on the North side on a Public Street, measuring thereon 21 feet.

On the South and West side on a Public Street, measuring thereon 125 feet.
On the South and East side on a Public Street, measuring thereon 208 feet.

On the North and West side on a Close (where a Plan for a Public Street is laid out) Registered in the Land Office as Inland Lot No. 124, measuring thereon 180 feet.

For further particulars, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.
Hongkong, April 24, 1877. my2

Auctions.

POSTPONEMENT OF SALE.
PUBLIC AUCTION.

HANDSOME ENGLISH & VENETIAN-MADE HOUSEHOLD FURNITURE, OIL PAINTINGS, GLASS-WARE, PLATED-WARE, &c., &c., &c.

THE Undersigned has received instructions from F. PELL, Esq., to sell by Public Auction, (previous to his departure for Shanghai), on

MONDAY,

the 30th day of April, 1877, at 2 o'clock p.m., (instead of on the day previously advertised), at his Residence, No. 1, Praya East,—

The whole of his HANDSOME ENGLISH and VENETIAN-MADE HOUSEHOLD FURNITURE, &c., comprising—

English-made Suite of Furniture, Covered with Green Damask.
Venetian Inlaid Blackwood Table and Chairs, Blackwood Carved Side Tables, Carpet, Hearthrugs, Rep Window Curtains, &c., &c.

Richly Carved Oak Sideboard, Richly Carved Oak-Framed Pier Glass and Flower Stands, Dining Table, Buffet, Whatnots, and Dinner Trays.
Oil Paintings, Oil Cloth, and Clocks.
Dinner and Dessert Sets, Glass-ware, Plated-ware, &c., &c.

Library Oak Book-cases and Desks, Inlaid Blackwood Lady's Desk, Tables, Chairs, Easy Chairs, and Chess Table.
Brass Bedsteads, English-made Mahogany Marble-top Dressing Table and Washstand, Wardrobe, with Plate Glass Door, Cheval Glass, &c.

Gasaliers, Gas Brackets, Stair Carpet, with Brass Stair Rods, Marble-top Tables, Bronze Statuettes, &c.
Office Furniture, comprising:—Desks, Chairs, Paper Press, Copying Press, Fire-proof Safe, &c., &c.

One HOUSE BOAT and One SKIFF.
After which, at the Godown,—
10 Tons ARTIFICIAL MANURE,
1 SAW MILL, by FORRESTER & BARR, Engineers, Glasgow.

Also,
1 TURNING LATHE and various MACHINERY.
And,
At the Yard of Messrs Inglis & Co.,—
One 12-H.P. TWIN SCREW ENGINE.

Catalogues will be issued, and the whole to be on view on the day of Sale.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.
Hongkong, April 11, 1877. ap30

Notices of Firms.

WE have This Day Opened a Branch of our Firm at SHANGHAI.
Mr CARL KREBS has been admitted a Partner from This Date.

MELOHERS & Co.
Hongkong, April 12, 1877. my12

NOTICE.
MR. WILHELM CARL ENGEL, BRECHT von PUSTAU, Junr, and Mr CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai.
Hongkong, April 16, 1877. j16

NOTICE.
I HAVE This Day Established myself as a SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED.
Hongkong, April 20, 1877. my20

NOTICE.
MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. B. CAIRNS, Surveyor to Local Office, and Lloyd's Register of Shipping.
2, Club Chambers,
Hongkong, March 17, 1877. so18

VICTORIA DISPENSARY.
ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. ORUICKSHANK, Manager.
Hongkong, November 21, 1876.

Notices of Firms.

NOTICE.
WE have This Day Established a Branch of our Firm at SHANGHAI under the Management of Mr ALFRED F. O. KRAUSS, who will sign for us by Procuration.

OARLOWITZ & Co.
Canton and Hongkong, April 1, 1877.

NOTICE.
THE Undersigned has been appointed AGENT at HONGKONG and its vicinity for "THE BOSTON BOARD OF MARINE UNDERWRITERS," by Power of Attorney, dated Boston, U. S., 1st March, 1877.

T. G. LINSTED.
Hongkong, April 20, 1877.

Intimations.
DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION:
8 a.m. to 4 p.m.
No. 1, Alexandra Terrace,
Hongkong, April 4, 1877.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this Company was Resumed immediately after the FIRE. Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH, Manager.
April 23, 1877. my23

CONSULAT DE FRANCE A HONGKONG.

MONSIEUR A. SIENKIEWICZ, Consul de France à Malte, a remis aujourd'hui à Monsieur G. BOULOUEZ, Chancelier, le Service du Consulat de France à Hongkong et Macao.

Le 16 Avril, 1877. my6

IN THE SUPREME COURT OF HONGKONG.
IN BANKRUPTCY.

NOTICE.—GEORGE FRANK GRAHAM, at present residing at Victoria in the Colony of Hongkong, Master Mariner, having been adjudged BANKRUPT under a Petition for adjudication of Bankruptcy, filed in the Supreme Court of Hongkong in Bankruptcy, on the 16th day of April, A.D. 1877, is hereby required to surrender himself to FREDERICK SOWLEY HUFFAM, Esquire, the Acting Registrar of the said Court, at the first Meeting of the Creditors, to be held before the said Acting Registrar, on WEDNESDAY, the 2nd day of May, A.D. 1877, at Eleven o'clock in the Forenoon of that day—precisely, at the said Court.

The said FREDERICK SOWLEY HUFFAM, Esquire, is the Official Assignee, and the Undersigned are the Solicitors acting in the Bankruptcy.

A Public Sitting will hereafter be appointed by the said Court for the said Bankrupt to pass his final examination, and to make application for his discharge, of which sitting notice will be given in the Hongkong Government Gazette.

At the first Meeting of Creditors the Acting Registrar will receive the proofs of the Debts of Creditors, and the Creditors may choose an Assignee or Assignees of the Bankrupt's Estate and Effects.

Notice is also hereby given to all Persons indebted to the said Bankrupt, or that have any of his Effects, not to deliver the same, but to the Official Assignee.

Dated this 21st day of April, 1877.
SHARP, TOLLER & JOHNSON, Solicitors for the Bankrupt, Supreme Court House.

ST. JOHN'S CATHEDRAL CHURCH.
ANNUAL GENERAL MEETING OF DEAR-HOLDERS.

THE Annual General MEETING of the SEAT-HOLDERS of ST. JOHN'S CATHEDRAL CHURCH, will be Held at the Vestry on THURSDAY, the 26th day of April instant, at 4.30 p.m., for the purpose of electing two Trustees for the ensuing year, and for passing the Accounts of the Treasurer, under the provisions of Clause 4 and 16 of Ordinance No. 2 of 1847.

Applications for Seats may be made to the Undersigned.

EDMUND SHARP, Trustee and Treasurer to the Body of Trustees.
Supreme Court House,
Hongkong, April 19, 1877. ap26

NOTICE.
THE Undersigned hereby notifies that he is the SOLE OWNER of the Chinese House known as WAX YIN FOY, in Stanton Street, erected on Inland Lot No. 167. They are all the Property of Yeeoh Stri, and nobody else has any interest in them, nor has the Undersigned any Partners in this Estate. He issues this notice to prevent disputes.

YEONG SUI, Tai Yik Shoy.
Hongkong, April 13, 1877. ap28

Intimations.

THE MEDICAL HALL,
37, Queen's Road, Hongkong.
ESTABLISHED 1853.
TH. KOFFER, Proprietor.
Hongkong, April 23, 1876. ap28

HONGKONG.
Ohs. J. GAUPP & Co.,
WATCHMAKERS & JEWELLERS,
38, Queen's Road,
NAUTICAL INSTRUMENTS,
CHRONOMETERS,
&c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.
Hongkong, May 1, 1876. tl

W. BALL,
CHINA DISPENSARY.
IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

FOR SALE.
FOR SALE.
THE BRITISH BARQUE "EVENING STAR," 371 Tons Register.

Capacity { 630 tons deadweight.
" 800 " of 40 cubic feet.
400,000 superficial feet of Timber.
Between Deck Port—38x14 inches.
Lower Port—33x28 ".

THE BORNEO CO., LIMITED, Agents.
Hongkong, April 19, 1877. ap26

FOR SALE.
THE IRON SUBW STEAMER "ALBAT."

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBIE & Co., under special survey of LLOYD'S, and Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHARF DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awaiting Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons.
CLASS.—Built to Class 100 A at Lloyd's.
RIG.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).
DRAFT.—Light 9 feet. Loaded 12 feet.

SPEED.—Eight knots on consumption of 9 1/2 to 10 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.
CABIN.—Under Awaiting Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.
ENGINE.—A pair of Howden's patent High and Low pressure Engines of 30 Horse Power nominal; High Pressure Cylinder 26 inches, and Low Pressure Cylinder 48 inches in diameter. Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINDMILL.—One Steam Windmill with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 8 Furnaces, tested for a working pressure of 80 pounds.

MORRIS & RAY.
Hongkong, March 23, 1877.

FOR SALE.
A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condensers and Tubular Boiler. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; it was manufactured by Messrs Matthew Fair & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.

Particulars may be obtained on application to

MORRIS & RAY.
Hongkong, March 23, 1877.

For Sale.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.
Hongkong, June 23, 1876.

FOR SALE, AT EAST POINT.
FRESH CALIFORNIA HAY AND OATS,
Just Received, ex "Mary Whitridge."

Apply to L. L. BUSH.
Hongkong, April 19, 1877.

NOW READY.
A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D., Tubingen.

Price Two DOLLARS and a HALF.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

Shipping.
Steamers.

FOR SWATOW, AMOY & FOOCHEW.
The Steamship "DOUGLAS,"
Captain PITMAN, will be despatched for the above Ports on THURSDAY, the 28th Instant, at 10 a.m., instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, April 24, 1877. ap28

FOR SHANGHAI & HANKOW.
The British Steamship "TARTAR,"
JOHNSON, Master, will be despatched as above on or about the 28th Instant.

For Freight or Passage, apply to Wm. PUSTAU & Co., Agents.
Hongkong, April 19, 1877.

FOR COOKTOWN.
The British Steamer "JUAN,"
Capt. STOKES, will have immediate despatch as above.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

FOR MANILA.
The Spanish Steamer "SORSOGON,"
Captain LIZARRA, will have early despatch.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

Sailing Vessels.
FOR NEW YORK.
The A 1 American Bark "ALBERT RUSSELL,"
Captain CARVER, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

FOR SAN FRANCISCO.
The A 1 American Bark "ROSETTA McNEIL,"
Brown, Master, will load here and will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, April 14, 1877.

FOR SAN FRANCISCO.
The Russian Bark "RURIK,"
BURGELAND, Master, will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, April 6, 1877.

FOR NEW YORK.
The A 1 American Ship "MYSTIC BELLE,"
PUMER, Master, will load here and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, March 10, 1877.

FOR LONDON.
The A 1 Clipper Ship "NYASSA,"
GARRICK, Master, will have quick despatch as above.

For Freight, apply to Wm. PUSTAU & Co., Agents.
Hongkong, April 11, 1877.

Shipping.

Sailing Vessels.
FOR MANILA.
The Spanish Bark "TERESA,"
CERADA, Master, will be despatched for the above Port on or about the 20th Instant.

For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, April 3, 1877.

FOR LONDON.
The A 1 British Clipper Ship "LEUCADIA,"
MEARNS, Master, will load here and have quick despatch.

For freight, apply to MEYER & Co.
Hongkong, April 20, 1877.

FOR BATAVIA & SAMARANG.
The British Bark "MARQUIS OF ARGYLL,"
Captain McNAUL, will load here for the above Ports, and will have quick despatch.

For Freight or Passage, apply to HOP KEE & Co.
Hongkong, April 7, 1877.

Notices to Consignees.
COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. SINDH.
NOTICE.
CONSIGNEES of Cargo per S. S. Indus, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 11 o'clock To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after THURSDAY, the 26th Inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY, Agent.
Hongkong, April 19, 1877. ap28

NOTICE TO CONSIGNEES.
P. & O. S. N. Co.'s S. S. ZAMBESI.

CONSIGNEES of Cargo by the above-named Vessel, from Bombay, and intermediate Ports, and in connection with the INDUS and SLAM from London, and POONAH from Calcutta, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godown, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 28th Instant will be subject to rent.

ADAM LIND, Superintendent.
Hongkong, April 22, 1877. ap27

GERMAN STEAMER FERONIA.
H. SCHULZE, Master, FROM HAMBURG via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Bosta alongside the Wharf are at liberty to do so.

Goods remaining in store after the 27th Instant will be subject to rent.

Optional Cargo will be forwarded on, unless notice to the contrary is given until Noon To-day.

Bills of Lading will be countersigned by Wm. PUSTAU & Co., Agents.
Hongkong, April 20, 1877. ap27

FROM LONDON AND SINGAPORE.
THE S. S. Glenagles, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk by the Undersigned into their Godown, whence and/or from the Wharf or Bosta delivery may be obtained.

Optional Cargo will be sent on to Shanghai unless notice to the contrary is given before 10 a.m. To-morrow, the 2

Intimations.

AE YON,
SHIPS' COMPRADORE AND
STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

MYSTIC BELLE, American ship, Captain
David Plummer.—Slomson & Co.
ROSENA, American 3-m. schooner, Capt.
O. W. Hansen.—Arnhold, Karberg & Co.
ROSETTA McNEIL, American barque,
Captain Brown.—Vogel, Hagedorn & Co.
ABOGAUNT, British ship, Captain John
Anderson.—Meyer & Co.
NYASSA, British ship, Captain W. S.
Garriock. Douglas Lapsack & Co.
CORINNE, British Barque, Captain Wm.
Robertson.—Wieler & Co.
TULOHORUM, British 3-m. schooner,
Captain Mason.—Wieler & Co.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE,
Carte Blanche "Dry."
The ROSEBERRY & Co.'s CHAMPAGNE,
Carte Blanche.
JOHN DUNN & Co.'s CLARETS and
WHITE WINES.
STANTON & KENTON'S PORTS and
SHERRIES.
MOUTON & Co.'s COGNAC, 1, 2, 3 Stars.
BLANCHY FRERES & Co.'s COGNAC.
JUSTUS LEMBEKE & Co.
Hongkong, April 9, 1877. ap29

To-day's Advertisements.

FOR MANILA (DIRECT.)
The Spanish Steamer
"PANAY,"
GOVERNOR, Master, will
leave as above on FRIDAY
Next, the 27th instant, at Noon.
For Freight or Passage, apply to
REMEDIOS & Co.,
Agents.
Hongkong, April 25, 1877. ap27

FOR SINGAPORE AND PENANG.
Owing to the inclemency of
the weather the Departure of
the S. S.
"GADSHILL"
is unavoidably postponed until SATUR-
DAY, the 28th instant, at 8 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, April 25, 1877. ap28

FOR SAIGON.
The British Steamer
"BENARTY,"
Captain Porter, will leave as
above on MONDAY Next, the
30th instant.
For Freight or Passage, apply to
AE YON,
57, Praya Central,
Hongkong, April 25, 1877. ap30

FOR LONDON.
The 41 British Barque
"ARABELLA,"
The PEABSON, Master, will
load here and have immediate
despatch.
For Freight, apply to
MEYER & Co.
Hongkong, April 25, 1877.

FOR TAKAO.
The 41 German Brig
"SOPHIE,"
BIRGE, Master, will meet with
quick despatch as above.
For Freight or Passage, apply to
WIELER & Co.,
Agents.
Hongkong, April 25, 1877.

**AMATEUR DRAMATIC CLUB OF
HONGKONG.**

THE MEMBERS of the above CLUB
will give a Performance at the
THEATRE ROYAL, CITY HALL,
ON

MONDAY,

May 7th, 1877.

When will be presented a Farce Comedy
in Three Acts, by J. H. BYRON, Esq.,
ENTITLED

"Not such a Fool as he looks."

Tickets may be obtained from Messrs
LAMB, CHAWORTH & Co., on and after
Monday, April 30th, and at the Doors on
the Night of Performance.
Doors Open at 8.30, Performance to Com-
mence at Nine o'clock punctually.

By kind permission of Colonel DICKENS
and the Officers of H. M. 28th Regt., their
Band will be in attendance.
CHAS. C. COHEN,
Hon. Secretary.
Hongkong, April 25, 1877. my2

PUBLIC AUCTION

THE Undersigned will sell by Public
Auction, on

THURSDAY,

the 26th April, 1877, at Noon, at his
Sales Room, Queen's Road:—
1 Gold Patent LEVER WATCH.
8 Double Case Gold GENER-
AL WATCHES.
1 Lady's Gold WATCH, Pearl
Mounted.
8 Gold CHAINS.
8 Diamond RINGS.
8 Diamond BROOCHES.
TERMS OF SALE:—Cash before delivery
in Mexican Dollars weighed at 7.1.7. All
lots, with all faults and errors of descrip-
tion, at Purchaser's risk on the fall of the
hammer.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, April 25, 1877. ap24

To-day's Advertisements.

FOR LONDON.
The Steamship
"IMBROS,"
Capt. BINKINGTON, will have
immediate despatch as above.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, April 25, 1877.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"MENZAHEH,"
Comdt. PARQUET, will be
despatched for YOKOHAMA
shortly after the arrival of the next French
Mail.
H. DU POUY,
Agent.
Hongkong, April 25, 1877.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"MEIKONG,"
Comdt. FOACHE, will be
despatched for SHANGHAI
shortly after her arrival from Europe.
H. DU POUY,
Agent.
Hongkong, April 25, 1877.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUER,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;
PONDICHERY, MADRAS AND
CALCUTTA.

ON SATURDAY, the 25th April,
1877, at Noon, the Company's S. S.
"IRAGUADY," Commandant GARYAL,
with MAIL, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping orders will be granted till noon.
Cargo will be received on board until
4 p.m., Specie and Parcels until 8 p.m.
on the 27th April, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
H. DU POUY,
Agent.
Hongkong, April 25, 1877. ap28

FOR SALE.
AERATED WATERS.

THE Undersigned begs to inform the
Public that he is again prepared to
supply AERATED WATERS of every
description; the Manufacture is under the
direct management of an experienced Eu-
ropean. Trial orders are solicited. Ad-
vantageous Terms made with wholesale
customers for export or local use.
W. BALL,
China Dispensary.
Hongkong, April 25, 1877. my2

CUSTOMS' NOTIFICATION.

WENCHOW, April 2nd, 1877.
NOTICE is hereby given, that PREMISES
situated outside the NORTH GATE of
WENCHOW City, were this Day OPENED
for the transaction of Customs' Business.
H. E. HOBSON,
Commissioner of Customs.
ap27

SHIPPING.

ARRIVALS.
April 24, Sea Gull, British steamer, 35,
E. D. Paray, Yokohama March 29, Ballast.
—LANE, ORAWFORD & Co.
April 24, Mensaleh, French steamer, 1000,
Pasquali, Yokohama April 18, Mail and
General.—MESSAGERIES MARITIMES.
April 25, Howang, Chinese steamer, 795,
Lamont, Calcutta April 6, Penang 14, and
Singapore 18, General.—G. M. S. N. Co.
April 25, Iravaddy, French steamer,
2400, Gauvain, Shanghai April 22, Mail
and General.—MESSAGERIES MARITIMES.
April 25, Namoa, British steamer, 882,
G. Westoby, Foochow April 22, Amoy 23,
and Swatow 24, General.—DOUGLAS LA-
FRANCE & Co.
April 25, New Era, American ship, 1090,
C. H. Sawyer, Cardiff Dec. 1, Coal.—
ORDEN.

DEPARTURES.
Apr. 24, Corinne, for Bangkok.
25, Anglo Saxon, for London.
25, Viscount MacDuff, for Chetso.

CLEARED
State of Louisiana, for Amoy.
Daglas, for Coast Ports.
Curman, for Manila.
Kronprinzesschen, for Tientsin.
Dumbe, for Bangkok.

PASSENGERS.

ARRIVED.
Per Mensaleh, from Yokohama, Baton
Von Siebold, Messrs Douce, Philippe, and
Hakawa.
Per Howang, from Calcutta, &c., Messrs
Pearson, Drought and Derrier.
Per Iravaddy, from Shanghai, for Hong-
kong, Messrs C. T. Loe and Cham-
bers, and 13 Chinese; for Suva, Mr de
Schaefer (Austrian Minister); for Mar-
seilles, Mrs King, Messrs Simeon Georges,
Davidson George and E. Pasch; Mrs
Stillerdoff and Mr J. Duval.
Per Namoa, from Coast Ports, Mr Bodley,
1 European deck, and 100 Chinese.
DEPARTED.
Per Corinne, for Bangkok, 10 Chinese.
To DEPART.
Per Douglas, for Coast Ports, 4 Euro-
peans and 280 Chinese.
Per Dugbe, for Bangkok, 144 Chinese.

SHIPPING REPORTS.

The British steamer *Sea Gull* reports:—
Heavy weather throughout the passage.
The French steamer *Mensaleh* reports:—
Fine weather from Yokohama to China
Coast with S.E. wind, from Turnabout to
Hongkong foggy weather and rain.
The Chinese steamer *Howang* reports:—
Fine weather with light S.W. and N.E.
winds. Since 23rd S.E. winds with rainy
weather. On the 20th passed S. S. Calabar
bound South.
The British steamer *Namoa* reports:—
Moderate variable winds and squally with
heavy rain throughout the passage. In
Fuehow.—Str. *Han Kwang*, Europe, and
H.M.S. *Macquito*. Passed Co.'s str. *Yaso*
in river bound up. In Amoy.—Str. *Duna*
and *Sanadora* left for Manila on the 23rd.
In Swatow.—Str. *Jeddoh*, *Hochung*, *Tien-
tsin*, *Swatow*, *Chinkiang*, and *Norna*.
H.M.S. *Nassau* left for Haitan Straits on
the 19th for surveying purposes.

CARGO.

Per S. S. *Antenor*, Hongkong to London,
sailed 21st April, 1877.—77,434 lbs. Can-
ton Congon, 7,200 lbs. Canton Souchow.
Total 84,634 lbs. 18 pkgs. Silk Piece
Goods, 426 pkgs. Matting, and 554 pkgs.
Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—
For SWATOW, AMOY & FOOCHEW.—
Per DOUGLAS, at 9.30 a.m., on Thurs-
day, the 26th inst., instead of as
previously notified.
For BANGKOK.—
Per Barque *BAN LEE*, at 5 p.m. To-
morrow, the 25th instant.
For MANILA.—
Per PANAY, at 11.30 a.m., on Friday,
the 27th inst.
For NICOLAJESK.—
Per Schooner *UZZIAH*, at 4.30 p.m.,
on Friday, the 27th inst., instead
of as previously notified.
For STRAITS SETTLEMENTS.—
Per *GADSHILL*, at 2.30 p.m., on Satur-
day, the 28th inst., instead of as
previously notified.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *IRAGU-
ADY*, will be despatched from
Hongkong on SATURDAY, the 28th
instant, with Mails to and through
the United Kingdom and Europe,
and Marseilles, to Saigon, Singapore,
Batavia, Galle, Pondicherry, Madras,
Calcutta, Bombay, Aden, Suva, and
Alexandria.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *GALILEO*
will be despatched on TUESDAY, the
1st May, with Mails for Japan, San
Francisco, the United States, and Lon-
don, which will be closed as follows:—
2 p.m. Registry of Letters closes.
2.30 p.m. Post-Office closes.
2.30 p.m. Correspondence for Japan or the
United States only may be
posted on board the Packet
with Late Fee of 12 cents
extra Postage until
2.50 p.m. when the Mail is finally closed.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *LOMBAR-
DY*, will be despatched with the Mails
for Europe, &c., on SATURDAY, the
5th May.

MEMOS. FOR TO-MORROW.

Shipping.
10 a.m.—*Douglas* leaves for Coast Ports.
Goods per *Sindh* undelivered after Noon,
subject to rent and landing charges.

Auction.

Noon.—Sale of Watches, &c., at Mr J.
M. Armstrong's Sale Room.

Meeting.

4.30 p.m.—Meeting of Seat-holders of
St. John's Cathedral.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUNDRIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS

OF
Soda Water, Lemonade, Tonic Water,
Gingerale, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufacture is under direct and
continuous European Supervision.
Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.40 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, APRIL 25, 1877.

The news received from Japan by the
mail this morning in regard to the in-
surrection shows that no event of a
decisive character has yet taken place.
The foreign newspapers in Yokohama
seem to be totally without information
from the seat of war, and merely re-
produce reports and rumours that have ap-
peared in their native contemporaries.
There appears to have been some further
severe fighting, with results, perhaps,
on the whole favourable to the Mikado's
forces; but the Imperialists are certainly
making only very slow progress, and are
meeting with a most stubborn and de-
generate resistance from the rebels.
The Government are convinced the strug-
gle is likely yet to prove serious, may be
gathered from the facts that a fresh levy
of ten thousand men has been ordered, and
that the Governor of Osaka has issued a
call for the raising of two regiments of
volunteers. The *Courier* of the 19th

instant states that official telegrams have
been received in the Settlement from
Japan announcing definitely the relief of
Kumamoto and the improved position
of the Imperialist forces, and we think
that, all circumstances considering, it
may be now safely concluded that com-
munication has been regularly established
with the beleaguered castle. There is,
however, one item in the news now
to hand which is somewhat omin-
ous. We refer to certain rumours of
disaffection and even outbreaks in one
or two places away from the scene of
strife. We have before expressed our
opinion, and we still adhere to it, that if
the Government is left to fight the mat-
ter out with the Satsuma rebels, without
interference from, or troubles in, other
quarters, that Saigo and his cause will
inevitably come to grief. Should, how-
ever, the insurrection spread to other

parts of the country, or the army or
navy become unmanageable, there is no
knowing how the affair may terminate—
perhaps by the overthrow of the exist-
ing Government. The only clear ac-
count of the fighting for the week ended
on the 11th instant appears to be given
in a Nagasaki paper, but how far it is
reliable is probably a point that our con-
temporary would be unable to satisfactorily
settle himself. Several heavy battles
were, he states, fought just previous to
the 11th. The severest took place on the
6th instant at Uyei, from which place
we understood the Imperialists drove out
the rebels two or three weeks previously.
From this it may be inferred that the
Government forces had not been making
much progress at all events in that di-
rection. The fighting, says our con-
temporary, continued throughout the day,
and it was not until dusk that the Sa-
tsuma forces were compelled to retreat,
only to take up a strong position two
miles distant.

The government troops followed and made
a futile attempt to dislodge them. The Im-
perial loss in killed and wounded on Friday
is estimated at 700 men. On Saturday both
parties again confronted each other, but
neither appeared eager for the fray, pre-
ferring rather to prepare for the morrow's
struggle. On Sunday the fight was renewed
with varying success. Throughout the entire
day both sides fought with the most dogged
pluck, and when darkness stopped the
carnage both occupied the same ground as
in the morning. The Satsuma forces were
largely reinforced on Sunday night, and
attacked the Imperialists at dawn on Monday
morning, but were repulsed after three hours
fighting. At noon the Imperialists in turn
attacked the Insurrectionists and the battle
lasted until dark, neither side gaining any
advantage. The fighting in the vicinity of
Uyei is of the most sanguinary character
and is likely to continue for some time.

At noon on Tuesday (April 10th) the
Imperialists attacked the enemy at Kidome.
The fighting was of a very desultory char-
acter resulting in the rout of the latter.
Not so however at Yamaga on the same day,
when the Satsuma forces presented a bold
front and fought in the most determined
manner from dawn to dusk without definite
result. One thing is pretty certain that
neither combatant is making much head-
way.

In regard to General Kuroda, who, it
will be remembered, was sent with a
large force to execute a flanking move-
ment along the Tsudai river, it is said
the rebels retired before him for several
days, but, upon receiving a reinforcement
of 1500 men, immediately attacked him,
and the General had to retreat to Udo
to await reinforcements that had already
been despatched from Nagasaki to his
assistance. That the Imperial troops have
not hitherto flinched from their duty may
be judged from the fact that several thou-
sands of wounded men have been brought
to Nagasaki and other places from the
South. In Nagasaki alone it is estimat-
ed there are between 1,200 and 1,400
disabled men, most of them suffering
from sword cuts on their left arms and
legs.

LOCAL AND GENERAL.

The *Meikong*, with the next outward French
Mail, was to leave Singapore for this port
this (Wednesday) afternoon.

We learn by the *Namoa* that H.M.S.
Nassau left Swatow on the 19th, on a sur-
veying expedition in the Haitan Straits,
near Hoi Head.

A CORRESPONDENT says he has not yet
noticed in our paper that the heads of the
various Colonial Departments have called
on H. E. the Governor. We believe the
little event is as yet only in contemplation.

At the Marine Court to-day, a junk-master
was charged by the Constable in charge of
Yow-mah-tse Station, with neglecting to
report his arrival, and was fined \$5 or 10
days' imprisonment.

In our paragraph yesterday in reference to
the deputations of naval officers who called
to congratulate His Excellency the Lieut-
Governor, we accidentally omitted the
names of Dep. Inspector of Hospitals (Dr.
Wells), Mr D. Robb, Inspector of Machi-
nery, and Mr G. P. Rickard.

We understand that Messrs Spratt & Co.
are building a Steamer to the order of Mr
Kwok Acheong, at their new Dock. She
will be a vessel of about 500 tons registered
measurement. Mr Acheong's steamer, the
Yokting (late H.M.S. *Risleyman*), which has
been undergoing considerable alterations,
will soon be ready for sea.

The small steamer *Sea Gull*, belonging to
Messrs Lane, Crawford & Co., which ar-

rived here last night from Yokohama, had
rather a long run, having had to contend
with very heavy weather the whole passage.
We understand that she is to be employed
at the wreck of the S. S. *Japan* during the
salvage operations this summer.

OFFICIAL telegrams have been received
from Japan, says the *Shanghai Courier* of
the 17th instant, announcing definitely the
relief of Kumamoto and the improved
position of the Imperialist forces.

The captain and officers of the receiving
ship *Emily Jane* were fortunate, says the
N. O. D. News, enough to draw between
them the \$10,000 prize in the April Manila
Lottery, with two approximations of \$500
each.—A Chinaman, resident in this set-
tlement, won a prize of \$1,000 in the same
lottery.

The *Nagasaki Rising Sun* says the Court-
martial held on board H.M.S. *Andalus*, with
reference to the stranding of H.M.S. *La-
pierre*, which opened on the 31st ult., was
concluded on the 5th instant. The Court
was composed of the following officers: Cap-
tains Buller, of the *Modeste* (President),
Colomb, and Douglas, Acting-
Commander Castle, and Lieutenant Gar-
bett. At the termination of the enquiry the
Court severely reprimanded Commander
Wiseman and the Navigating Lieutenant,
and reprimanded the gunner, whose watch
it was at the time of the disaster.

The *Tokio Times* says that His Excellency
Count de Ostan, the Italian Minister,
who leaves for Rio Janeiro early next
month, has made the probably unparalleled
collection of one thousand vases, all of a
different shape and pattern. Not one of
these is European; all are either Korean,
Chinese, or Japanese. The collection, adds
the *Times*, "is intended as a farewell
present from the Minister to a country-
woman."

The *Cooktown Courier*, in a leading article
on Sir Arthur Kennedy's arrival, thus
touches on the quarantine difficulty.—"We
are sure that every right minded person
will agree with us in saying that the ab-
solute refusal on the part of the Health
Officers to allow a landing, was correct in
every sense of the word. No doubt the
disaffection felt by Sir Arthur Kennedy
was natural, but, with all respect for him,
we must say that the expression of it was
unwise, and we have no doubt that on calm
reflection our future Governor will be of
the same opinion. For there are quite en-
ough people who, from interested or other
motives, are inclined to shrink the trouble
and evade the loss caused by quarantine,
and we are sorry that they should have
had even an apparent confirmation of their
own sentiments on this occasion. For, as
we have before pointed out, Cooktown is
the outpost of Australia, the place where,
if anywhere, the danger of infection is
greatest. It is quite possible that, with all
our precautions, we may fail to keep small-
pox at bay, but we are bound to use every
effort to do so. For we have this plain
fact before us. We have no such disease
prevalent in these colonies, and if we had,
so many more people would die who are
now likely to live; and, although Australia
may be greatly favored by nature, we cannot
afford to increase the sum of death and
disease in it, so long as any efforts that we
can make are likely to prevent the mis-
fortune.

It would appear that the same strong dis-
inclination to submit to quarantine regu-
lations was displayed by the people of the
Bribane (s.s.) at Townsville as at Cooktown.
The *Argus* says in its report of the proceed-
ings:—"Capt. Balfour, the commander of
the steamer, endeavored at once to carry
the matters with a high hand, saying that he
did not care but would proceed, notwith-
standing anything that the Health Officer
might say to the contrary. In reply, Dr.
Frost intimated to him that he would com-
municate with the Government if he did so
before being admitted to pratique, and that
if he disobeyed his orders he would thereby
incure a heavy responsibility and would no
doubt be subjected to prosecution on the
part of the Government. The Health
Officer was then about to leave when he
was informed the Governor was desirous of
speaking to him, and awaiting His
Excellency's commands, Sir Arthur Kennedy
indignantly protested, considering it
"monstrous" that the vessel with its
five hundred passengers should be detained.
To this Dr. Frost merely replied that he
was simply carrying out the express letter
of his instructions in acting as he was doing,
and consented to take on shore certain tele-
grams and papers which were passed down
to him after having been previously fumi-
gated. The Health Officer then came on
shore leaving the Custom House boat in
attendance on the vessel in order to see that
no one left it; and on reaching Townsville,
immediately telegraphed for instructions to
Brisbane."

The *Cooktown Courier* of the 31st March
contains the following paragraph:—"The
long delay in the arrival of the *Thales* (s.s.)
from Hong Kong was beginning to excite
grave apprehensions when, about five
o'clock on Thursday afternoon she was sig-
nalled as being in sight from the station.
She was, of course, not at her anchorage in
time to allow of the visit of the Health
Officer that evening, but a rumour spread
about town that she also had small-pox on
board, and was badly damaged by an acci-
dent on her voyage. This rumour proved
to be correct; the captain stating that he
had a case either of small-pox or measles on
board. Mr St. George was informed of the
circumstances at an advanced hour of the
evening, and tried unsuccessfully to com-
municate by wire with Brisbane asking for
instructions under the peculiar circumstances.
Mr Fahey had meanwhile been out in the
Customs boat, and ascertained that the
steamer had bumped over a sunken rock
about two miles from Cambridge Point
near Adolphus Island, not far from Port
Albany or Somerset. The steamer making
a good deal of water, was beached in Albany
Passage, her decks were plugged, and she
came on to Cooktown. The most serious
damage is to the plates along her keel just
below the engine room, they being burst
for thirty ft. long. At daylight in the
morning Mr Fahey and Dr. Kortum visit-
ed the steamer, and finding a decided case
of small-pox on board, the doctor was com-
pelled to refuse her pratique. Yesterday
morning a telegraphic message was sent

through to Brisbane; but as yet no answer
has been received. Meanwhile the position
is an awkward one. The steamer is making
inches of water per hour, and the Cap-
tain declares that she is unfit to go to
Kepple Bay, the place to which she is likely
to be ordered. Possibly, however, in this
case the Government will order her to
perform quarantine at Fitzroy Island,
which has already been indicated as the
most suitable place, and where the accom-
modation is exactly the same as at Kepple
Bay—viz., bare bush! (Since the above
was in type we learn from Mr St. George
that the *Thales* has been ordered to perform
quarantine at Fitzroy Island; an Order in
Council has been issued proclaiming Fitzroy
Island a quarantine station. Dr. A. Heane
has been appointed to take charge of the
station, and he is instructed to take with
him all that is necessary, including an
armed guard. This is a sensible and
business-like method of dealing with the
affair, and shows a different hand on the
reins.)

The prisoner Wong Hop Ming, who was
convicted last Monday of cutting and
wounding a child and robbing her of a pair
of bangles and anklets, was brought up for
sentence.

The prisoner was sent to two years' hard
labour, his Lordship observing that there
were considerations which induced him
not to punish him with flogging, viz., the
bad state of health the prisoner was in, and
the Jury's recommendation to mercy; other-
wise he would have done so.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Lordship Chief Justice
Sir JOHN SMALE.)
April 25, 1877.

Regina v. Wong Hop Ming.

The prisoner Wong Hop Ming, who was
convicted last Monday of cutting and
wounding a child and robbing her of a pair
of bangles and anklets, was brought up for
sentence.

The prisoner was sent to two years' hard
labour, his Lordship observing that there
were considerations which induced him
not to punish him with flogging, viz., the
bad state of health the prisoner was in, and
the Jury's recommendation to mercy; other-
wise he would have done so.

through to Brisbane; but as yet no answer
has been received. Meanwhile the position
is an awkward one. The steamer is

DISEASED PIGS.

Chun Ahn, a coolie, again appeared to answer the charge of having in his possession the carcass of a pig out in two. He was stopped by a Chinese Constable No. 242, at 5.30 a.m. in Bridges Street. He said that he was engaged to take the animal to the Mak Kee stall, but when the Constable took him there, the people connected with it denied any knowledge of the defendant or of the pig. He then said that the pig was drowned in a rain-storm, and that it was sold to him by a woman. Acting Inspector Quinby stated that he could not find the seller at the place the defendant mentioned, nor the place where the pig was said to have been drowned. Defendant gave his address as No. 14 Battery Road, but the people there did not know much of him. When the case was heard again to-day, a woman came forward and said he only came to rent a room in the house, but did not sleep there. The defendant said he met a Hakka woman who hired her to carry the pig. Fined \$5.

PETTY THEFT.

Lee Aman, a coolie, was charged by Joseph McRibbon, a quarter-master on board the S.S. *MacGregor*, with stealing some 40 lbs. of salt-fish from the cargo of the steamer. The defendant was one of the coolies employed to discharge the vessel, and among the cargo, there was a number of rolls of matting, which had to be removed from the after-hold to the main-hold. There was also a quantity of salt-fish from Saigon in the after-hold, and the defendant was seen to secrete a bag while removing the rolls of matting. The complainant who was on duty at the Bridge observed this, and the defendant then threw the bag into a boat and ran into it himself. The complainant followed him and caught him. The bag was found to contain 40 lbs. of salt-fish. The defendant admitted that he took a few fish which he meant for his own use. He was sent to three months' hard labour, and to be twice exposed in the stocks for one hour each time in front of the coolie house where he was living.

LARCENY.

Wong Akit, a servant, was charged by Poon Kwei, house-cook to Dr. Gerlach, with stealing an umbrella from him during the passage of the steamer *Yot-Sai* from Macao to this Colony yesterday. The umbrella was found concealed under the clothing of the defendant by the Captain of the steamer, Mr. David Brown. The defendant admitted the charge, but begged for mercy. He further said that he knew the proprietors of Messrs. Holliday, Wise & Co., and when enquiries were made, the proprietors said he had only a slight knowledge of the defendant. He was sent to six weeks' hard labour.

China.

FOOCHOW.

We understand that the steamers *Bowen*, *Killarney*, and *Ocean* will load tea at this port for Sydney and Melbourne at the commencement of the season. Some uncertainty exists in regard to vessels for London, but we hear the following spoken of as likely to load for that port, viz: *Gadshill*, *Fishing*, *Glenfinlas*, *Gordon Castle*, *Flours Castle*, and *Glenlyon*.—*Herald*.

SHANGHAI.

(News.)

The pioneer steamer to Wenchow, the C.C.S.N. Co.'s str. *Conquest*, left yesterday morning (19th).

Besides the post of Literary Chancellor of Chekeang, Hu Jui-han held the rank of 5th Senior Vice-President of the Board of War. This post also becomes vacant, therefore, through his degradation for misconduct of the Hangchow appeal case; and a decree in the *Gazette* of the 31st March nominates Kwo Sung-tao, the present Ambassador to England, to the vacancy. The appointment, however, does not affect Kwo's present position; another official is told to act for him.

On Sunday afternoon, a party of Russian sailors were waiting at the Hankow road jetty for the return of an officer. A respectable Chinese and his wife were riding along the Bund in a jinriksha, and on arriving opposite the Russians, one of them walked up to the jinriksha, and without any provocation struck the woman a blow on the mouth, cutting it, and causing considerable loss of blood. Complaint was made to the Police, and the sailor will be prosecuted.

A rather singular accident occurred at the Japan Mail Wharf on Saturday afternoon. Shortly after the *Hiroshima Maru* had moored, a steam launch belonging to Messrs. Farrham & Co. was made fast to the outer paddle-wheel. When the luggage of two lady passengers had been transferred to the launch, the paddle-wheel partly revolved, sweeping the launch and precipitating a large portion of the luggage to the bottom of the river. The engine was set in motion in ignorance of the launch being where it was, and a gentleman on the gangway seemed not to have presence of mind to cut the connecting rope. Fortunately, nobody was in the launch, which has since been raised, but a portion of the luggage, including we hear some valuable jewellery, was swept away.

The steamer *Flours Castle* anchored at Woosung, from London, last evening (April 19th). The schooner *Flying Scud* anchored below the Naval Yard on same day, having put in for repairs.

Yesterday (April 19th) the foreign employees on the Shanghai and Woosung Railway commenced the term of their second period of engagement of eighteen months. It was at one time thought uncertain whether, at the expiration of their first term of eighteen months, some, or even all of them, would not be sent home. The fact of the second term being commenced without any change, speaks favourably for the permanency of the line, and the probable extension of railway enterprise in China.

A letter from Wuhu, dated 16th April, says:—"It is and has been raining horribly. I don't think so much of Wuhu after a week's rain, but the first fine day always raises my expectations of the port. Not a merchant in the place; and yet people clamour about opening up China."

We are glad to learn that the str. *Lotus* down *Castle* about which some anxiety had been felt, anchored at Woosung yesterday afternoon (April 17th). She left Nagasaki on Friday at noon, at the same time as the *Glenartney*. The two steamers kept company for some time, but separated in a fog. The *Glenartney* arrived on Sunday, and the non-arrival of *Lotus* down *Castle* caused fear to be entertained for her safety. We understand, however, that she anchored outside for 41 hours in a fog.

(Courier.)

A strange rumour reaches us from the French Consulate. The *Tao-tai*—so we are assured—has intimated to the authorities

that if they do not immediately order the removal of a pontoon recently placed on the Southern side of the Yang-king-pang, the Commissioner of Customs will be instructed to refuse to stamp all permits for the firm to whom the pontoon belongs. Indeed, it is said that some such measure has been already taken. The object of this is very evident, the Company in question competing with that supported by the mandarins. We should like to know what effect this will have upon the resolution passed at the last ratepayers' meeting, with reference to similar institutions on the English settlement.

ATTACK BY CHINESE ON A FOREIGNER AT SHANGHAI.

Last evening, (April 18th), a cowardly attack was made on Mr. Grimmer, manager of the Temperance Hall, by a number of Chinese in the neighbourhood of Ningpo Joss-house. At about a quarter to six o'clock, he was returning from the Cemetery in a jinriksha, and had to pass through a mob of about a thousand Chinese, who were fighting and scrambling together. Mr. Grimmer says that, on reaching the outskirts of the crowd, a boy about twelve years old ran out from the door of a house, and deliberately threw himself down in the road in front of the runner, who could not stop himself in time to prevent one of the wheels just touching the boy, who at once set up a loud howling. A woman then ran up, seized hold of the runner, and screaming something to him in Chinese, prevented him going on. Some of the men in the crowd next came round, and commenced shouting "Ta Ta." Mr. Grimmer got out of the jinriksha, and tried gently to pass through, motioning to the runner to do the same, when a man seized hold of his shirt front and struck him a blow on the nose, breaking the skin of the bridge, and causing the blood to flow profusely. Others seized the runner, and belaboured him severely. The crowd began to get more dense, the cries of "Ta Ta" were raised on all sides, and those who were nearest began to beat and kick Mr. Grimmer. He struggled with them for a little while, and was rapidly becoming exhausted, when, seeing as he thought an opening in the crowd, he made a drive for it and succeeded in forcing his way through, on to some grass by the roadside. Here, unluckily, while running, he slipped and fell; the mob closed in upon him again, and renewed their attack, kicking and beating him nearly from head to foot. When at length he managed to raise himself a little, he was immediately kicked down again, this being repeated three or four times, until his head was almost covered with bruises and lumps, the blood still flowing from his nose and from a cut on the crown of his head. Fortunately there were no weapons or bamboo among the mob, or the consequences would probably have been more serious. At length, presumably thinking they had done enough, they left off beating and permitted him to get up. He walked away as well as his exhausted state enabled him, still followed by the crowd, who made no further attack upon him. The jinriksha runner was also beaten, but managed to get clear with his vehicle. No explanation can be given of the cause of the outrage. Mr. Grimmer is well known to the native residents in the locality, owing to his frequently passing to and from the Cemetery; but he believes that the mob generally was composed of persons from a distance, and positively asserts that the boy was not knocked down by the jinriksha. Information was at once given at the French Police Station, and M. Barbe despatched several constables to the place, in company with the complainant. Many of the mob still remained, and several were apprehended, one of them at length being identified as having been among the foremost in the attack.

At the French Mixed Court, yes, today, (April 17th) seven men and a woman were charged with the assault on Mr. Grimmer. Sixteen had been apprehended as being concerned in the attack, but only eight could be identified as being prominent in it. The woman, who was proved to have abetted the boy who threw himself down in front of the jinriksha runner, was sentenced to be flogged on the face with a strap; the ringleader, who seized Mr. Grimmer and struck the first blow, to 100 blows and a month's cage; three others to 100 blows each, without the cage; and four to 50 blows each.—*N. O. D. News*.

THE GREAT FIRE AT SINGAPORE.

The following account of the great fire at Tanjong Pagar Wharf, Singapore, the occurrence of which has already been announced here by telegraph, is taken from the *Singapore Daily Times*:

Yesterday afternoon (April 13th) in broad daylight, there occurred the largest fire, and greatest disaster, on record in the history of Singapore. The fire began about half past 4 o'clock in the afternoon. The Manager, Mr. E. M. Smith, had just arrived from town, and Mr. Jackson, the Engineer in charge of the new dry dock works, was on the point of leaving, and both noticed the smoke about the same time, and, with Captain Blair, the Assistant Manager, and other officials of the Company, made a rapid exit to the flames, but in spite of all their efforts and the exertions of all the workmen and coolies on the spot, and notwithstanding that the fire-engines of the Company were soon on the spot and at work, the fire gained ground every moment. Most unfortunately there were three elements in favour of the fire and against all human effort. The buildings where it originated, and where all the coolie quarters are, are all wooden and roofed with attap, and the great heat and drought of the last month rendered these buildings literally as inflammable as tinder or flax tow, or, I might almost say, gunpowder. Secondly, there was a strong north-east breeze blowing, which fanned the flames beyond all control and rendered utterly futile the thin streams of water from the fire engines, when they were got to work; as well as every attempt before that to smother the flames by oil or means. And, thirdly, it so happened, that it was low water at the time and there was little water in the dock or alongside the wharves. At 5 o'clock, two signal guns from Fort Canning announced a fire somewhere, and at the same time symbols went up for Tanjong Pagar wharf. It was not believed possible that it could be anything serious, but there was a general hurrying down of all classes to see. Captain Walker, Inspector General of Police, and Mr. Superintendent Maxwell, with their men, were on the spot with commendable promptitude. The two Municipal Fire engines, with the Insurance Co.'s engine, were also soon there. A detach-

ment of Artillery from Fort Canning under Major Bacon, and two companies of H. M. 74th Highlanders with several Officers, followed with all speed.

The blue jackets of H. M. S. *Junco*, *Swinger* and *Grouper*, of H. I. M. *Christoforo Colombo*, and of the H. N. M. *Bona*, also made their appearances headed by their officers, with praiseworthy alacrity, ready for anything, and I have heard everybody speak with particular praise of the discipline and efficiency displayed by the Italians as well as by the 74th Highlanders. But it was all in vain. The "Second Governor," the Chairman, Manager, and Directors, the police, soldiers and sailors, were all utterly helpless from the first before the devouring element. In a short half or quarter of an hour, that is, by 6 o'clock, the whole coolie quarter was utterly consumed, and nothing but open space with burning ashes was to be seen in place of the attap houses. Fear was terrorized for the large coolie tower go down, but the brick and tiles stood firm. This building, from the direction in which the wind was blowing, formed, with the isolated rock behind it, a sort of funnel through which smoke, ashes, and sparks were blown in volumes. In this space stood a police station, quarters for ships' officers, a reading room and refreshment room, with various outhouses, all wooden buildings covered with attap except the reading room and officers' quarters which were covered with tiles. The sparks from the coolies' houses seized the attap roofs of these buildings, in spite of all effort and precautions, and they soon disappeared, leaving nothing but charred posts to mark where they stood. It speaks volumes for the efficiency of tiled roofs, that the reading-room and officers' quarters, although surrounded with a close semicircle of fire, were hardly touched and almost undamaged by the flames. About twenty yards nearer the sea than the reading-room and officers' quarters, were the attap-covered sheds, and every attention was directed to prevent the sparks from catching their attap roofs. Numerous coolies were stationed on top of them with poles to beat out any flames arising. But the strong wind swept thick volumes of smoke and sparks from the burning outhouses round the reading-room right over the centre of the coal-sheds. Little red dots appeared here, there, and everywhere, and were fanned rapidly into a blaze by the breeze, in spite of coolies, poles, and everything else. Then, in ten minutes or so, the centre of the coal-sheds was one mass of fire and smoke, which spread, right and left, and down towards the wharf, godown, and shipping. Attempts were made at different parts to tear down the attaps. The 74th Highlanders, the blue jackets and artillerymen, made gallant efforts to effect this, but the flames were, for a long time, too quick for them.

Not until the west end of the wharf was nearly reached was a breach in the row of coal-sheds, which run along the whole length of the wharf, established. A change in the direction of the wind mainly helped in making this breach, otherwise there is no doubt that the whole of the coal-sheds would have been on fire. As it was, a length of about couple of hundred yards or so, at the end, was saved.

By six o'clock, some thirty thousand tons of coal was one mass of flame and smoke towering up to the sky and rolling seaward over wharf, god, and shipping. I don't know what the Directors and shareholders of the Company or the Agents of Insurance Offices thought of it, but to a spectator in no way interested it was a magnificent sight. From the west end of the wharf, the bend of the coal-shed looked like a lofty terrace of buildings with pinnacles and turrets in one red blaze from top to bottom. From the hill in rear, one gentleman was reminded of the lake of fire in a certain place which is graphically described by a poet, who is praised and admired by everybody but read by few or none.

When it was seen that the coal-sheds and godown were hopelessly gone, the wharf and godown became the objects of attention and solicitude. Luckily they were all built most substantially of wood and the godowns were all roofed either with tile, or zinc and corrugated iron, and although they were for a long time in the most imminent danger, and one or two of them actually on fire several times, one godown in particular being despaired of, wharf and godowns were all, by great good fortune, but with the most strenuous exertions and unremitting watchfulness, saved, almost undamaged.

As soon as the coal-sheds took fire, the various steamers and sailing vessels in dock and at the wharf cleared out to a safe distance, and, so far as I am aware, suffered no damage whatever.

By nine o'clock p.m. it was seen that the coal must go, but that the wharf and godowns were safe, although there was still considerable danger. The wind was still from the land, sea-wards. Four engines were hard at work from the wharf on the burning coals; one on the west flank of the fire, where it had been headed, one about the middle, and one on the east flank at the dock corner. These arrangements were the best that could be done, and the engines were effective so far as they could reach, but the great mass of the coal burns all night and is burning still. And only a heavy long-continued down-pour of rain will effectually put the fire out. I daresay the Duke did before, the feelings commonly attributed to the Duke of Wellington when he was expecting Blucher at the close of the battle of Waterloo, and prayed for rain, as the Duke is said to have prayed for night or Blucher.

The artillerymen and blue jackets were withdrawn about nine o'clock. The 74th Highlanders and Police continued at the fire-engines till an early hour this morning. Coolie-gangs have been organized to work the engines and form chains of buckets to pour water over the burning coal. But I expect it will take a day or two to put the fire thoroughly out, unless the blessed rain comes.

I have been unable to obtain accurate figures as to the quantity of coal stored at Tanjong Pagar. One estimate says 30,000 tons, of which 25,000 tons have been more or less burnt. Another estimate says 40,000 tons, of which 35,000 tons have been destroyed. The coal saved at the west end is estimated at 5,000 to 6,000 tons. The actual, not constructive, loss to the Company has been estimated at \$30,000. Taking this to be about correct, the total loss caused by this fire will be \$250,000 or \$300,000 or \$250,000 to \$300,000 sterling. All this is, however, rough guess-work. Most of the coal was insured, chiefly in Home offices, but which offices have suffered being unable as yet to ascertain, people being too busy, and not too willing, to give information.

On an early visit to the scene of disaster this morning (April 14th) I found the coal still burning very briskly, and the flames very conspicuous.

FURTHER PARTICULARS.

The fire originated in the carpenters' quarters on the west side of, and close to, the gate in the clock-tower godown. How it originated is not precisely known, and probably never will be, but it must have been from some sort of gross carelessness on the part of one or more of the workmen. And the workmen suffered heavily from it, all of them losing the whole of their private effects, tools, &c., having been unable to save anything almost from the extraordinary rapidity with which the flames enveloped the whole of their quarters.

By nine o'clock on Friday night (April 13th) the wharves and godowns were, with the most strenuous exertions on the part of the Directors and Officers of the Company, the soldiers and sailors, and a number of volunteer residents, whom it is impossible to enumerate, out of imminent danger, but by no means safe. All night, till Saturday morning,—all Saturday, and all Sunday,—the danger to the wharves and godowns was by no means over. The immense quantity of some 35,000 tons of coal was burning briskly from Friday night; and a strong north-east gale would have consigned them inevitably to destruction. Fortunately there has been only a light breeze, and the most unremitting watchfulness on the part of the Chairman, Directors, and Officers of the Company has been so far successful in averting any further extension of the fire and confining it to the limits it reached on Friday night. Fortunately also, a sudden shower of rain yesterday afternoon helped the efforts made to smother on the limits of the burning coal. Danger cannot be said to be altogether over yet, but, unless something out of the way should happen, the wharves and godowns may now be considered safe.

On Saturday and Sunday, thousands of visitors flocked to see the great fire, and back galleries must have made a good thing out of the catastrophe.

Notwithstanding the suddenness and magnitude of the calamity, it should be noted that work at the wharves and in the Dock was hardly interrupted. On Friday night, the shipping in the Dock and westward of it cleared out to a safe distance, but, the first thing next morning, the steamer *Holy Road* and H. N. M. S. *Don* re-entered the Dock, and the S. S. *Agamemnon*, *Glenaville*, and other vessels went alongside the wharf to discharge and receive cargo. The Directors may therefore congratulate themselves on the Company coming out of this great calamity so well. And it may well be supposed that the coal sheds and godowns' quarters will be re-constructed on a new system.

The actual quantity of coal stored and destroyed is still unascertained. The general estimate is 35,000 tons on fire. The front of the coal sheds on fire exceeded 2000 feet, and about one half of this length measured a couple of hundred yards in depth, and the balance about twenty yards.

ARRIVAL OF SIR ARTHUR KENNEDY AT COOKTOWN.

(Cooktown Courier, March 21.)

When, at a little after eight o'clock yesterday morning, a signal from the flagstaff announced the approach of the R.M.S. *Brisbane*, everything seemed to indicate a successful day. The Corporation labourers hastened down with palms and green boughs to ornament a really pretty arch which had been erected over the landing stage, and spectators, Chinese and Europeans, began to stroll down to the wharf, while flags were hoisted on the leading hotels. At about half-past eight the Health Officer accompanied by a Customs officer, went off to the steamer, which was approaching her anchorage, and by Dr. Korkeim's courtesy, our representative had a seat in the boat.

On arriving alongside the steamer, the Health Officer asked the usual questions, and was informed, in answer to them, that one man had died of inflammation of the lungs; when they were four days out, a boy had shown symptoms of small-pox on the 7th instant, and that he was still sick, although the disease was of a mild type. The Health Officer was invited to board the steamer, but this he refused to do. Sir Arthur Kennedy was present when the interview took place, over the vessel's side, and took part in it. He recommended that the Chinese passengers should be landed, saying that the European passengers, ladies and gentlemen, were not frightened of the disease. He himself had gone through small-pox hospital, had mixed freely with the passengers and crew, and saw no reason to fear infection. The patient, a young boy, was then brought up and shown to the doctor near the fore-rigging, and the small-pox eruption was plainly visible on his arms and the exposed portions of his person. The Health Officer then left after refusing to allow any person to land from the steamer. On his return he met the pilot boat, taking out the Police Magistrate, Sub-Collector of Customs, Acting Mayor, and Mr. Cameron, who were warned of the small-pox on board of the steamer. The pilot boat then went alongside the steamer, and its occupants conversed with Sir Arthur, Mr. St. George mentioning his regret at the untoward circumstance that prevented his landing. Sir Arthur again expressed his dissatisfaction with the quarantine laws of the colony, which he thought were of unnecessary strictness.

During the absence of the boats, many people began to collect at the wharf, the Chinese being especially conspicuous as they strolled down Charlotte-street in single file. Two guns, borrowed for the occasion from the *Kingston*, another, were placed in position on the landing stage, and fired at irregular intervals. We do not know whether a salute was attempted, for as the cannonade consisted of the rapid discharge of both guns followed by an interval of nearly ten minutes for fresh loading, we failed to keep count of the number of times the battery of guns was fired. The flashing touches to the arch were completed, and the aldermen, especially the Works Committee, displayed the strenuous activity of gentlemen of his person. The Health Officer's boat returned, and the statement that small-pox was on board the vessel spread rapidly through the crowd. The news was first received with incredulity, but its truth was quickly discovered, and the people who had assembled began to stream in a disconnected manner up the main street. Here, however, another object of interest attracted their attention. The clashing of cymbals, and a sound like baggage played by a very drunken piper heralded the approach of a procession coming down the hill from Chinatown. A stal-

wart Chinaman marched in front bearing aloft a triangular banner, highly ornamented and fringed, and inscribed with the English word "Welcome" and a row of Chinese characters. Behind it two men carried a sort of tray, covered with a canopy. On this were kettles-drums and a quantity of artificial flowers and other ornaments. Musicians walking alongside drummed vigorously, while others clashed cymbals and played discordantly on pipes.

This affair was accompanied on each side of the street by a stream of Chinese and Europeans, and as it made its way down the deputation of Chinese merchants hurried down Charlotte-street. These were dressed in their native costumes; bareheaded, with newly shaven craniums and elaborate pig-tails nearly touching the ground, and each man wore a long flowing garment, either white or blue, which descended to the ankles. Two or three of the number were in European costume, and they looked much worse than their countrymen, whose simple flowing robes imparted as much dignity to their figures as Chinamen are capable of exhibiting.

After an interval, which was no doubt an anxious one to the officials, out off as they were, by the break in the telegraph line, from all communication with Brisbane, it was determined that the deputation should go off to the steamer. The Chinese *Looyee* to carry themselves, their crackers, of which they had an enormous quantity, their music and address.

Soon after midday the deputations started. Mr. St. George, accompanied by Mr. Fahy and other gentlemen, having preceded them. When the enter containing the Aldermen came alongside, Mr. St. George announced the Mayor and Aldermen of Cooktown. Sir Arthur Kennedy, accompanied by his aide-de-camp, Captain O'Callaghan, descended the steps, and the Acting Mayor having addressed him in a few appropriate words, asked Mr. Palmer to read the following address:

[Here follows the address.]

Sir Arthur in replying to the address said that he was pleased to say that he had paid much attention to the various accounts that had appeared in the papers, of the settlement and progress of Cooktown, that he had watched her career with much interest from the fact that there had been such a large and increasing immigration into Queensland from the colony with which he had been so recently connected, and that from all he heard he anticipated a great and prosperous future for her. He regretted extremely that our somewhat strict quarantine laws had prevented his landing, and making himself personally acquainted with the town and its inhabitants, but he should not fail to secure the very earliest opportunity of paying a visit to the town, when he hoped to make a longer stay than would have been practicable on the present occasion. He thanked the Corporation for their address; and their attention in coming to present it under somewhat difficult circumstances, and regretted extremely that he was obliged to offer them such an inhospitable reception.

The reply being finished, the Municipal deputation left, after giving three cheers for Sir Arthur and one for Miss Kennedy.

The deputation from the Good Templars and Sons of Temperance then approached, and after being introduced, Brother L. C. Goodell, W.C.T., W.E. (in the absence of Brother C. J. James, W.S., R.S.) read the following address:

[Here follows address.]

Sir Arthur replied in the following terms:—"Gentlemen, I thank you for the respect shown to me on this occasion by your Orders, and very much regret that I am not allowed to land in Cooktown, owing to the outbreak of small-pox on board this ship. Only one child is sick at present, unavoidably causing 600 men in apparent good health to be placed under quarantine regulations. From my own observations regarding your Orders, I am certain that your presence is much needed in Northern Queensland, owing to the large importation of spirituous liquors, and it is my earnest desire, that your Orders may still continue their good works in the cause of temperance. I am certain if less intoxicating liquors were used it would be a great benefit to the community. Concerning the Chinese difficulty it is a matter of immediate consideration, and will probably receive due attention. Although I am neither a Good Templar or a Son of Temperance, I hope that your Orders will enroll many in the cause you represent, and desire you to know that my best wishes are with you and with your cause, and I am also willing to assist in driving temperance from our country, and I would not dissuade any man from becoming a Good Templar. I hope your progress in the cause of temperance here is as great as it has been in South and Western Australia. In conclusion, again I thank you for your deputation welcoming me to Queensland."

The Chinese then approached, their progress having been announced by a continuous discharge of crackers, and presented an address, of which the following is a translation:—"To His Excellency Sir ARTHUR KENNEDY, Governor and Commander-in-Chief of Queensland. "We the Chinese merchants and residents of Cooktown beg to tender your Excellency our warm and hearty welcome to these shores. "We look upon you as worthy of praise as the highest mountain; your virtue and wisdom were not unknown to all our fellow-countrymen in Hongkong, even the children of sun and moon of many places in our mother country sing to your Excellency's admirable humanity. "We sincerely trust that your Excellency's benevolence will continually flow upon us to the length of ten thousand miles; and that the Colony upon which your Excellency has just landed will be at all times like the season of spring, and that we may enjoy favorable wind and sweet rain. "It is also our heartfelt wish that the blessing of Shang Tai may ever rest upon your Excellency and family, that you may be long preserved, and prove to be an ornament to Her Majesty the Queen; to whom we wish a long and peaceful reign."

Sir Arthur thanked the deputation, and told them that he had received a translation of their address, and that a reply would be forwarded from Brisbane. He trusted that they would always behave like good citizens, and loyal subjects to Her Majesty; and that while they did so they might always depend upon the protection offered by British laws and institutions to all classes of British subjects.

All the addresses having been presented and warmly cheered given from all the boats, and as the Captain had determined to proceed to Townsville, where telegraphic communication was open, the *Brisbane*, &c., left at half-past three.

The return of the *Chinese* was marked by a prodigious consumption of crackers. As their band and banner made its way up Charlotte-street, crackers by the thousand were exploded along the whole length of the roadway; the noise was almost deafening, and what may be literally called clouds of smoke floated over the houses.

This concluded the ceremonies of the day, and people returned to their homes. But the Corporation had determined to give Sir Arthur a notion of Cooktown cookery, and the food was provided. Certainly there was no honored guest for the occasion, but the good things was not to be wasted, so that

A BANQUET

Was held at the Masonic Hall at about eight o'clock. The Hall was tastefully decorated by the contractor for the banquet, Mr. C. Boul, with flags and green boughs, and a punkah hung over the table, was a pleasant innovation.

After full justice had been done to the many good things provided, the Chairman, Mr. Acting-Mayor Williams, proposed the usual loyal toasts of "the Queen," "The Prince of Wales," and "The Royal Family," which were drunk with enthusiasm.

The Chairman then proposed "Our Absent Guest," in a short and appropriate speech.

Mr. H. St. George, responding for the new Governor, assured those present that he was sure our promised guest regretted his absence as sincerely as anyone.

Mr. H. St. George proposed "The Prosperity of Queensland."

Mr. Fuller responded, and again regretted the absence of the Governor, whose short visit might have given him an idea of the place.

Mr. St. George proposed the toast of "The Mining Interest," dwelling especially on the Palmer, which had produced 454,470 ozs. of gold, valued at \$1,817,988.

Mr. M. Walsh responded, and in doing so, pointed out that mining had rescued Queensland from insolvency in 1866, and her prosperity had advanced with rapid strides in consequence of the successive gold discoveries to the North.

Mr. A. Gray, toasted the "Commercial Interests of Cooktown." He said they were suffering from what he termed a temporary depression, but he hoped the tradesmen of Cooktown, whatever they lost, would preserve their honor and integrity.

Mr. Dall briefly responded in appropriate terms.

Mr. Fahy proposed "The Municipality of Cooktown," and the Acting Mayor, Aldermen Simpson, Hodel, Fuller and Thredgold responded.

Mr. J. C. Baird proposed "The Maritime Interests."

Mr. Simpson responded, claiming Captain Cook as a native of the same country.

Mr. H. St. George proposed "The Press," Mr. Fellberg responded, and Mr. J. G. Smith, being called on for the *Herald*, declined to speak.

"The Ladies," "The Chinese Residents," "The Army and Navy," concluded the list of toasts, and the affair terminated with "God Save the Queen."

We regret that the late hour prevented us from giving a fuller report, but the banquet was highly successful, and it was evident that if the new Governor had been present, he would have been feasted in a manner worthy of the town.

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